



Freeway Corridor Study

Newsletter

News

Study Kicks Off With Public Information Meetings



Study Corridor

The Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) hosted the first Public Information Meetings (PIM) for the I-43 North-South Freeway Corridor Study on August 7 and 8, 2012.

Why public meetings were held:

- Introduce the I-43 North-South Freeway Corridor Study
- Describe the study's purpose and goals
- Provide background information on the study area including existing transportation deficiencies and environmental resources
- Obtain public opinions on the need for and possible locations of I-43 improvements

Comments, both verbal and written, from the PIMs identified a number of key viewpoints, issues and concerns regarding potential improvements along the I-43 corridor.

What stakeholders are talking about:

- Congestion
- Highland Road interchange
- Safety concerns
- Noise barriers
- Drainage

The next PIM, planned for early 2013, will focus on developing alternatives that address these key areas.



CORRIDOR STUDY - PURPOSE AND NEED

Throughout the I-43 corridor, the roadway and some of the bridges are reaching the end of their useful life and need to be replaced. Since its construction over 50 years ago, the roadway has undergone two rehabilitations and will undergo its third and final rehabilitation in 2014.

PURPOSE

The purpose of the I-43 North-South Corridor Study is to address this section of the freeway system's deteriorated condition, obsolete design, safety concerns, and current and future freeway capacity needs with the goals of:

- Improving safety and traffic operations on the I-43 freeway and its interchanges
- Accommodating future traffic volumes with an acceptable level of congestion
- Maintaining a vital link in the state and regional transportation network
- Providing a roadway and bridges that meet modern design standards
- Replacing deteriorating infrastructure
- Providing safe and reasonable interchanges

NEED

The need for the proposed improvements in the I-43 North-South Freeway Corridor sets the stage for developing and evaluating possible improvement alternatives. This need for improvements is demonstrated through a combination of factors.

Design deficiencies: Design standards evolve over time and many features which met design criteria over 50 years ago, when this facility was originally constructed, do not meet today's standards.

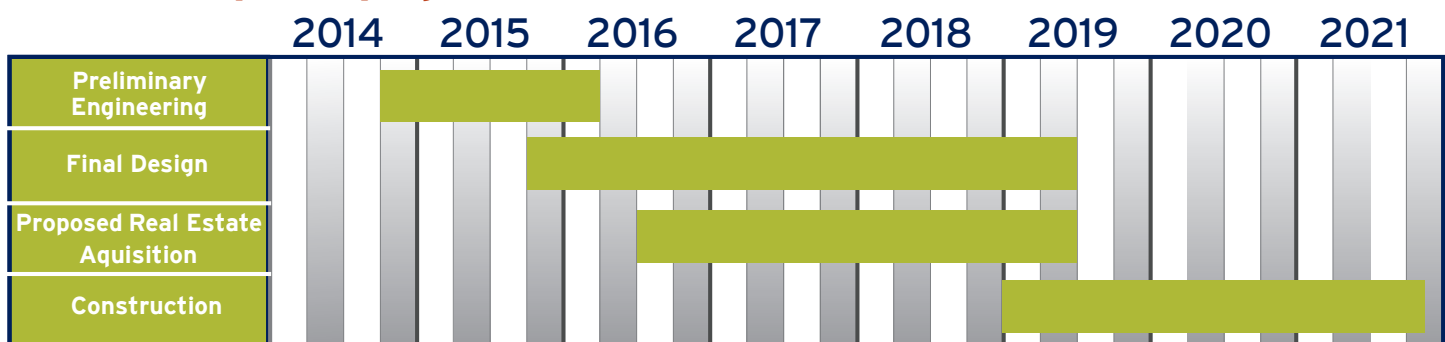
Traffic volumes: Currently, the roadway handles between 49,000 vehicles per day near WIS 60 and 85,460 vehicles per day near Silver Spring Drive. Traffic is expected to increase, on average, about 32% over the next 30 years.

Safety: Between 2006 and 2010, there have been 1,087 crashes on the I-43 mainline; 306 of those crashes included injuries and 4 crashes resulted in fatalities. An additional 219 crashes occurred on interchange ramps with 58 of those resulting in injuries.

Enhanced intermodal connections: The corridor provides important connections to two international airports, Amtrak rail, intra-city buses and water transportation (Port of Milwaukee) in southeast Wisconsin.

System linkage and route importance: I-43 is part of the National Interstate System and provides a critical commercial/commuter interstate link to major metropolitan areas in Wisconsin.

Proposed project schedule if a build alternative is selected



All stages based on funding availability and legislative approval.

PATHWAY TO SOLUTION

The next step in the study process is developing alternatives that best address the needs of the corridor. These alternatives will be presented at the next PIM in early 2013, and will include the design considerations listed below.

TRAFFIC CONGESTION

- An additional freeway lane, both northbound and southbound
- More ramp lanes providing additional capacity to reduce backups
- Good Hope Road interchange designed to address congestion at adjacent intersections

SAFETY

- Revised interchange configurations to minimize traffic merging conflicts and weaving maneuvers
- Median barriers designed to minimize opportunities for crossover crashes
- Improved lane transitions

DESIGN DEFICIENCIES

- Flattened hills and curves for better line of sight, stopping distance and a smoother ride
- Extended ramps allowing for more deceleration and acceleration time
- Higher clearances under bridges

HIGHLAND ROAD INTERCHANGE

- Varied ramp configurations
- Constraints with development and the Union Pacific RR (any Highland Road interchange will affect designs at the Mequon and Pioneer Roads)

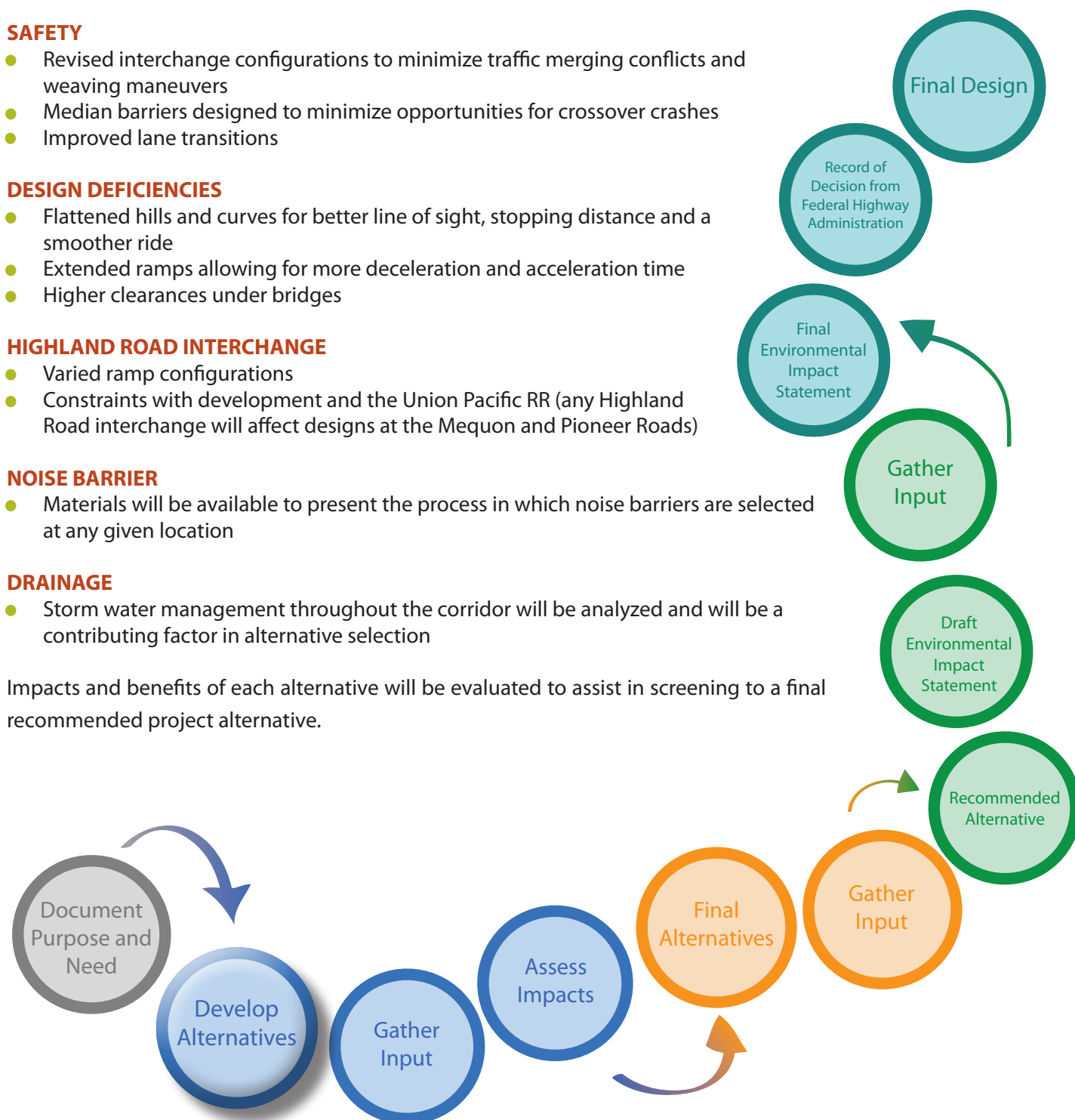
NOISE BARRIER

- Materials will be available to present the process in which noise barriers are selected at any given location

DRAINAGE

- Storm water management throughout the corridor will be analyzed and will be a contributing factor in alternative selection

Impacts and benefits of each alternative will be evaluated to assist in screening to a final recommended project alternative.

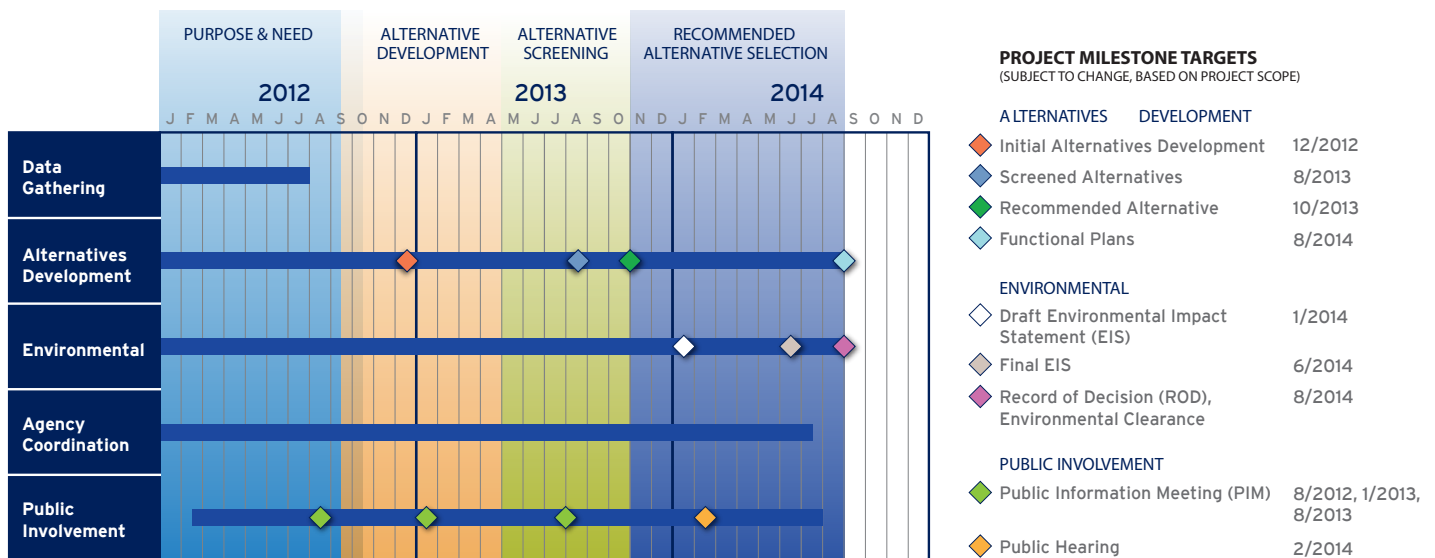




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I-43 Freeway Corridor Study Schedule



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How To Get Involved

- Attend PIMs to share your thoughts with the project team.
- For the latest project information go to <http://www.dot.wisconsin.gov/projects/sereion/43>, or provide comment directly at doti43northsouth@dot.wi.gov